

Diesel engines from 200 to 10,000 bhp  
**MIRLEES BLACKSTONE DIESELS**



## NOTICE

IF you are a deck hand, IF you think it's time we united, we want to hear from you. Write giving name, address and telephone number to Fraserburgh Deck Hands Association, c/o Douglas Rae, J. D. Richards & Son, Solicitors, 15 Fritside Street, Fraserburgh, Aberdeenshire.

## PROPERTY FOR SALE

RETIRE fishing in the Caribbean, St. Vincent, bargain sale a ten acre estate freehold with beach, current land price £3,200 per acre, best secluded part of the island and very fertile land with coconuts, almonds, dates and other fruits, income tax cheapest in the world, starts at £1. Our price £1.10. Enquire HM 2121BS London for full particulars.

## FOR HIRE

4-20 man liferafts, Liferaft Hire Co., 14 Chapel Road, Tiptree, Essex CO6 0RA, Tiptree 815649.

## SITUATIONS WANTED

YOUNG man 21, wants to work on a fishing vessel, some experience at sea and not scared of hard work. Write please to 3 Waterloo Road, Sharncliffe, Essex.

## MISCELLANEOUS

PARTNER wanted with finance available to buy share in trawler. Box No. 365.

## Official and Classified ADVERTISEMENTS

Continued from Page 31

## ENGINES FOR SALE

**VIKING MARINE INTERNATIONAL** are now offering 23-220 horse power  
**GUARANTEED MARINE DIESEL UNITS FORD - BMC - CUMMINS**  
HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE

For fast, courteous, service contact:  
V.M.I. Plain Road, Folkestone, Kent  
Telephone: 57127 - Telex: 965281

**GARDNER**, Ford, BMC and other marine engines, over 50 units new, rebuilt, secondhand in stock. 24-hour service at sensible prices. Send for price list. Helveth Engineering, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## BOAT BUILDERS

24ft. Saltam GRP to WFA specification under construction for customer, enquiries and inspection invited. Conventional wooden craft also built. Adam Boat Builder, telephone: Looe 2081.

## WANTED

BLAST freezer 250lbs per hour capacity, cold store about 4,000 cubic feet. Reader 804 deboning machine. Offers Box No. 291.

BUYER required for regular quantities of oyster caught on south coast throughout season. Box No. 282.

**DIESEL ENGINES**  
Blackstone 16 ERS, 1200hp, 1000 RPM.  
Blackstone 12 ERS, 800hp, 375 RPM.  
Blackstone 8 ERS, 800hp, 500 RPM.  
Blackstone 6 ERS, 800hp, 750 RPM.  
Blackstone 4 ERS, 400hp, 1000 RPM.  
Blackstone 4 ERS, 200hp, 1500 RPM.  
Blackstone 4 ERS, 100hp, 2000 RPM.  
Blackstone 4 ERS, 50hp, 2500 RPM.  
Blackstone 4 ERS, 25hp, 3000 RPM.  
Blackstone 4 ERS, 12hp, 3500 RPM.  
Blackstone 4 ERS, 6hp, 4000 RPM.  
Blackstone 4 ERS, 3hp, 4500 RPM.  
Blackstone 4 ERS, 1.5hp, 5000 RPM.  
Blackstone 4 ERS, 0.75hp, 5500 RPM.  
Blackstone 4 ERS, 0.375hp, 6000 RPM.  
Blackstone 4 ERS, 0.1875hp, 6500 RPM.  
Blackstone 4 ERS, 0.09375hp, 7000 RPM.  
Blackstone 4 ERS, 0.046875hp, 7500 RPM.  
Blackstone 4 ERS, 0.0234375hp, 8000 RPM.  
Blackstone 4 ERS, 0.01171875hp, 8500 RPM.  
Blackstone 4 ERS, 0.005859375hp, 9000 RPM.  
Blackstone 4 ERS, 0.0029296875hp, 9500 RPM.  
Blackstone 4 ERS, 0.00146484375hp, 10000 RPM.

We Buy, Hire Or Exchange Marine Engines and Gearboxes.  
**WATSON & CO. (NORFOLK) LTD.**  
Brookside Works, Craghead, Stanley, Co. Durham. Telephone: Stanley 2833  
Telex: 211220  
London Office: 16 Pine Walk, Croydon, Surrey. Telephone: 01 882 1484.

COD nets/trawls wanted, will collect. Telephone: Whitby 4103.  
**BAUDOUIN DK or DNK** wanted for repairs, will pay cash and collect. Tel. Mervagisey (STD) (728-34) 2369.  
WANTED six speed Sutherland seine net winch. Telephone: Whitby 2314 or 4619 with details.

AN BORD IASCAIGH MHARA  
IRISH SEA FISHERIES BOARD

## IMPORTANT DESIGN POSITION IN IRISH BOATBUILDING INDUSTRY

This is a senior management appointment, arising from a re-organisation of the Board's Boatbuilding Division, which offers a wide scope to an energetic person who is interested in taking a major role in the design and development of large fishing vessels.

In addition to being suitably qualified and experienced in naval architecture, the successful applicant will be commercially aware and attuned to team work.

The Boatbuilding Division is a commercial enterprise, having an annual turnover in excess of £4 million and employing over 300 in the construction and repair of fishing vessels. In three boatyards at Killybegs, Ballymores and Dingle. This vacancy in the Division's design department, and the person appointed will report to the Divisional Manager.

The salary offered will be attractive to the right candidate. Conditions of employment are excellent and include a contributory superannuation and widow's and children's pension scheme.

Application forms may be had in confidence on request to:

The Secretary,  
An Bord Iascaigh Mhara,  
Hume House,  
Ballybride,  
Dublin 4.

Completed forms should be returned by September 13th, 1976.

## Bridport-Gundry Ltd.

Assistant to Sales Manager Required for Marine Division. Proven sales record in Marine or fishing industry. Ability to speak French an advantage. Interesting and varied job which will include overseas travel.  
Salary subject to negotiation. Attractive fringe benefits including contributory pension scheme.  
Applications to: F. H. Lovelace, Esq., Personnel Manager, Bridport-Gundry Ltd., The Court, Bridport, Dorset.

**BRIDPORT GUNDRY LTD**  
NET MAKERS TO THE WORLD

## Mackerel

From page 5

to see the very maximum possible number of vessels represented.

The S. W. has the largest stock of fish not yet subject to quota restrictions. It is considered vital that the region should be represented at every meeting at which the future of these stocks is discussed.

Mr. Lindley underlines the gravity of the situation when he reveals that only a few weeks ago, a SWFPO representative was present at a meeting of the UK Consultative Council and succeeded in deferring a proposal for a S.W. mackerel quota equivalent to 41,000 tons.

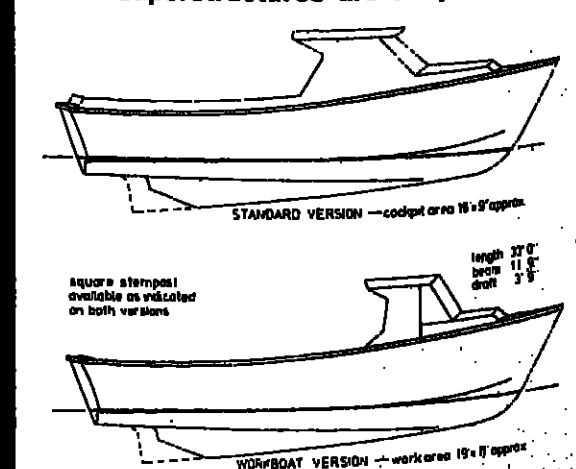
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The regional producer organisation is held up to the fishermen as the main hope of preventing the local industry from being overwhelmed "by the massed ranks of the deepsea industry."

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**LOCHIN MARINE**  
ROCK CHANNEL RYE SUSSEX  
Telephone Rye 3724

Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



Designer: Robert Tucker, A.R.I.N.A.  
BARE HULL WEIGHT: 2,300 lbs. Approx.  
Part fitting out available. Details on request.  
AS SHOWN AT CATCH '78.  
**FAST • STABLE • SEAWORTHY**  
The choice of professionals who know the sea and demand the best.

EXPANDING trade factor 1.5 fold, with Scandinavian agents, requires young man for training and management, over 25 years, excellent growth prospects, according to experience. Applicants with references, and details of a previous job, to Box No. 280.

## ENGINES WANTED

**WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES**

Required with or without stern gear.

Interested in offers of other makes and type. Top cash prices paid. Immediate collection and payment.

R. E. Trem & Co. Ltd.,  
Bawtry Road, Fillingby,  
Near Doncaster, Yorkshire  
Tel: Doncaster 77003  
Telex: 647239

WANTED Gardner, Kelvin, engines, marine or land, 1000hp cash payments. Tel. 54 High St. Fraserburgh, tel. 2280.

WANTED Gardner engines 12-14 all models, surplus goods, 1000hp, for cash. Tel. 54 High St. Fraserburgh, tel. 2280.

WANTED marine engines 12-14 all models, surplus goods, 1000hp, for cash. Tel. 54 High St. Fraserburgh, tel. 2280.

## Fishing news

# BRITAIN MAKES A STAND ON HERRING North Sea quota off

BRITAIN is to decide her own North Sea herring catch for the remainder of this year following another collapse of the North-East Atlantic Fisheries Commission's quota system. Norway objected to her quota on July 15 and now Britain — in the face of large-scale herring fishing by foreign fleets close to UK limits — has put in an objection. Britain was adhering to the 9,700 tons she was allocated until Norway objected to the scheme. Now, our catch has exceeded the quota. The move to opt out was welcomed by Scottish herring fishermen's representative, Gilbert Buchan of Inverallochy, who said last week he is "delighted".

It would be stupid on our part not to allow our fishermen to carry on fishing when the herring is inside our 12-mile limit — especially when Norway is catching, he said.

As it turns out, it is a very appropriate move because there happens to be a lot of herring inside the 12-mile limit.

Mr. Buchan stressed that Scottish fishermen strongly advocated conservation as long as there is voluntary reciprocal agreement.

Denmark, Iceland and Norway objected to the Commission's quotas last year and this year's scheme was agreed in April by a majority vote. A total allowable catch of 160,000 tons was decided on despite scientific advice, supported by the UK, that direct herring fishing in the North Sea should be banned for three years to allow stocks to recover.

Now, Norway is to restrict her North Sea herring catch to 27,600 tons — a figure above the country's 23,900-ton allocation.

Britain's catch is to be decided following "urgent consultation" between the British authorities and the herring organisations. A meeting has been set for Edinburgh next week when industry representatives will discuss limitations and catching areas.

Part of the text of Britain's objection runs: "The view of the British authorities is that the impartial scientific advice given to NEAFC should have been accepted, namely that there should be no directed fishing for North Sea herring and that the by-catch of herring in other fisheries should be severely limited."

"In the absence of such measures, and in the face of the Norwegian objection and the continuance of herring

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A 1,300-UNIT catch of top-quality mackerel landed at Fraserburgh last week by the new Mallaig purse seiner *Silvery Sea* caused some real excitement.

Leading Fraserburgh buyers described the fish as of superb quality — and it was the first mackerel in some time to sell for human consumption at the port.

Earlier this year, when north-east pursers cashed in on mackerel, most of the fish was sent to the fish meal plant.

Dutch buyer, Goop Blom, ensures *Silvery Sea's* mackerel are well packed for the trip to a Dutch smoking plant.

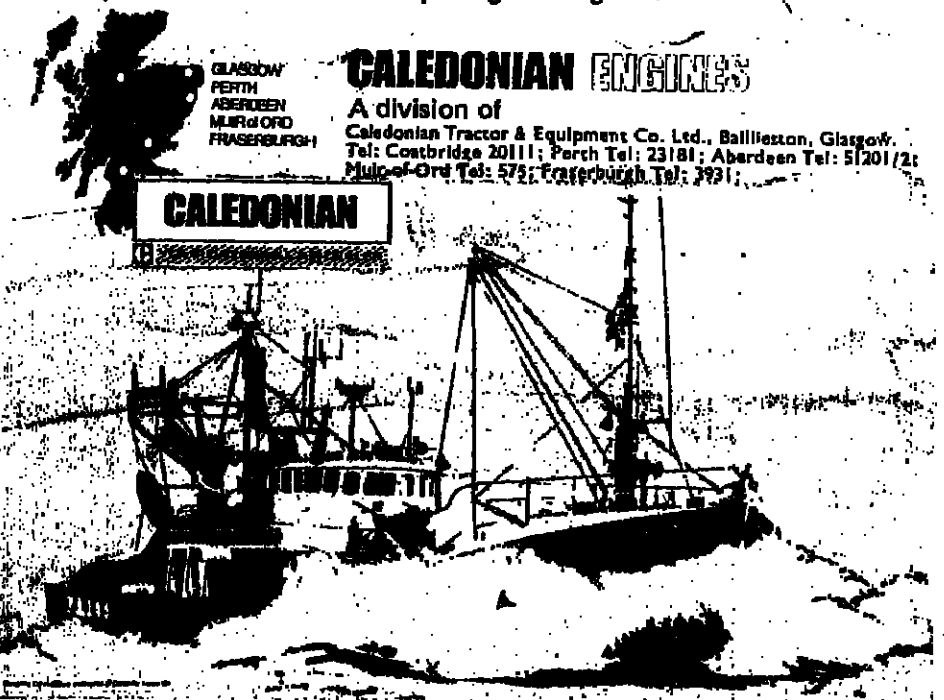


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## Power where it's needed.

If you want to know something about Caterpillar power, ask the men who rely on it for their livelihood, and at times, even their very lives. Ask a man like Jim Slater, skipper of the fishing trawler "Aquila" Jim Slater's trawler is powered by a CAT D398 TA which develops 850 h.p. at 1225 r.p.m., and there's power to spare there! It's typical of the range of Caterpillar Diesel Engines which Caledonian have been selling in Scotland these past 25 years.

is the follow-up after sales service which Caledonian supply for all Caterpillar engines and equipment. Whether you're buying a new vessel or re-powering, ask Caledonian for details of Caterpillar Marine Diesel Engines. You can fit 85 h.p. to 1125 h.p. in the main to auxiliary range of engines.



GLASGOW PERTH GREENGLASS MURDO FRASERBURGH

**CALEDONIAN ENGINES**  
A division of  
Caledonian Tractor & Equipment Co. Ltd., Ballieston, Glasgow.  
Tel: Cambridge 20111; Perth Tel: 23181; Aberdeen Tel: 51201/21  
Muir of Orie Tel: 572; Fraserburgh Tel: 7971.

# New trawler laid up!

AMONG Norway's fleet of 78 deepsea wet fish trawlers laid up this summer because their cod quota ran out is a brand new ship.

The stern fisher *Nord Rolnes* had a combined naming and handing over ceremony, then went straight to her lay-up berth!

She had been built by the Norwegian yard Kaarbo Mek. Verksted for the fishing co-operative, Ytre Rolnes.

As in Britain, while Norwegian boats were banned from fishing, foreign vessels were able to fish on.

Earlier this summer almost 300 foreign trawlers were fishing between Finnmark, in North Norway, and Bear Island: "A number which bears no reasonable relationship to the international quota regulations applying to the cod fisheries".

About 100 trawlers were on the 12-mile limit off Finnmark, while in the Barents Sea there were vessels from seven or eight nations.

Norway's deepsea trawlers are having a lean time because fishermen using fixed gear are not subject to

restriction and caught more than usual early this year. Under present arrangements Norwegian trawlers cannot be guaranteed a fixed quota for the whole of the year.

The trawlers also had good catches early in the year, and it was decided that from May 1 to August 31 each vessel should be allowed to catch only 127 tons of cod, equivalent to about 14 days fishing.

The laying-up of trawlers during most of the summer has caused difficulties for processing plants and put shore jobs in jeopardy. It is hoped that a new scheme will

be introduced for next year. The Conservative Party in Hammerfest, site of a big Nestle-Findus filleting and freezing plant, has sent a resolution to the Ministry of Fisheries demanding that both the total quota which is awarded to Norway, and the internal distribution of the quota, should be revised.

"The trawlers are the primary guarantee of all-year employment for the workers in the processing industry ashore. It is not acceptable that quota controls should one-sidedly hit the fresh fish trawlers," says the Hammerfest resolution.

IN A LETTER to Mudeford Fishermen's Association, the Fisheries Minister says there is no conclusive evidence that the dredging of millions of tons of sand off Bournemouth has destroyed valuable oyster beds.

Angry fishermen wrote protesting that the dredging scheme had ruined their livelihood. The sand dredged up has been pumped back in an attempt to build up Bournemouth beach.

In reply to the fishermen the Ministry of Agriculture, Fisheries and Food said it has just finished an underwater survey. Apart from saying there is no conclusive evidence, the Minister reports that the dredging sites approved were considered to be the least damaging to fishery interests.

## £12,200 beamer

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## FOR HIRE

4-20 man lifeboat, lifeboat hire, Co. 14 Chapel Road, Tipper, Essex CO5 0RA. Tipper 815648.

## SITUATIONS WANTED

YOUNG man 21, wants to work on a fishing vessel, some experience at sea and not scared of hard work. Write please to 3 Waterloo Road, Newbury, Essex.

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PARTNER wanted with finance available to buy share in trawler. Box No. 286.

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WANTED six speed Sutherland sailing boat. Telephone: Whitby 2314 or 4510 with details.

## FISHING NEWS

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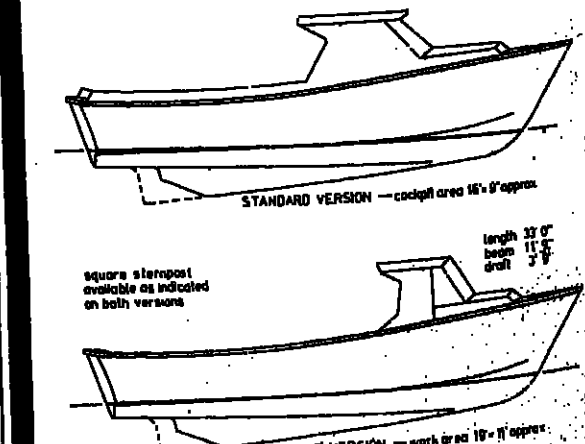
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BARE HULL WEIGHT: 2,300 lbs. Approx.  
Part fitting out available. Details on request.  
AS SHOWN AT CATCH 75.  
**FAST • STABLE • SEAWORTHY**  
The choice of professionals who know the sea and demand the best.

## August 13, 1976

## SUCCESSFUL SKIPPER SPECIFY

**AIRCO**  
EXPANDING TRAWL FACTORY IN IRELAND, with Scandinavian agencies, requires young man for training as assistant manager, over 25 years of age, excellent growth prospects, salary according to experience. Applications with references and details of experience to Box No. 280.

SKIPPER or mate required for trawler, share, working south west coast. Box No. 285.

## ENGINES WANTED

WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Trem & Co. Ltd., Bawtry Road, Fillingley, Near Doncaster, Yorkshire Tel: Doncaster 770203 Telex: 547239

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tel: 54 High Street, Fraserburgh, tel: 2280.

WANTED Gardner engines, 10-15 all models, surplus spares and gearboxes, for cash. G. H. Howard, Brallings Lane, Chalfont St. Peter, Bucks. Telephone: 02407 2554.

WANTED marine engines, particularly Listers and Patters 10-40hp, for air or water cooled, cash paid. Collect. Saver City Boat, Blackpool Wharf, Worrester. telephone: 0605 54474.

**AIRCO**  
SYNTHETIC SCINE  
NEW FIBRES  
3 ply 1000 yds  
FREDALF ROBE CO LTD  
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August 20, 1976

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MILN J. BLACKSTON DIESELS

# BRITAIN MAKES A STAND ON HERRING

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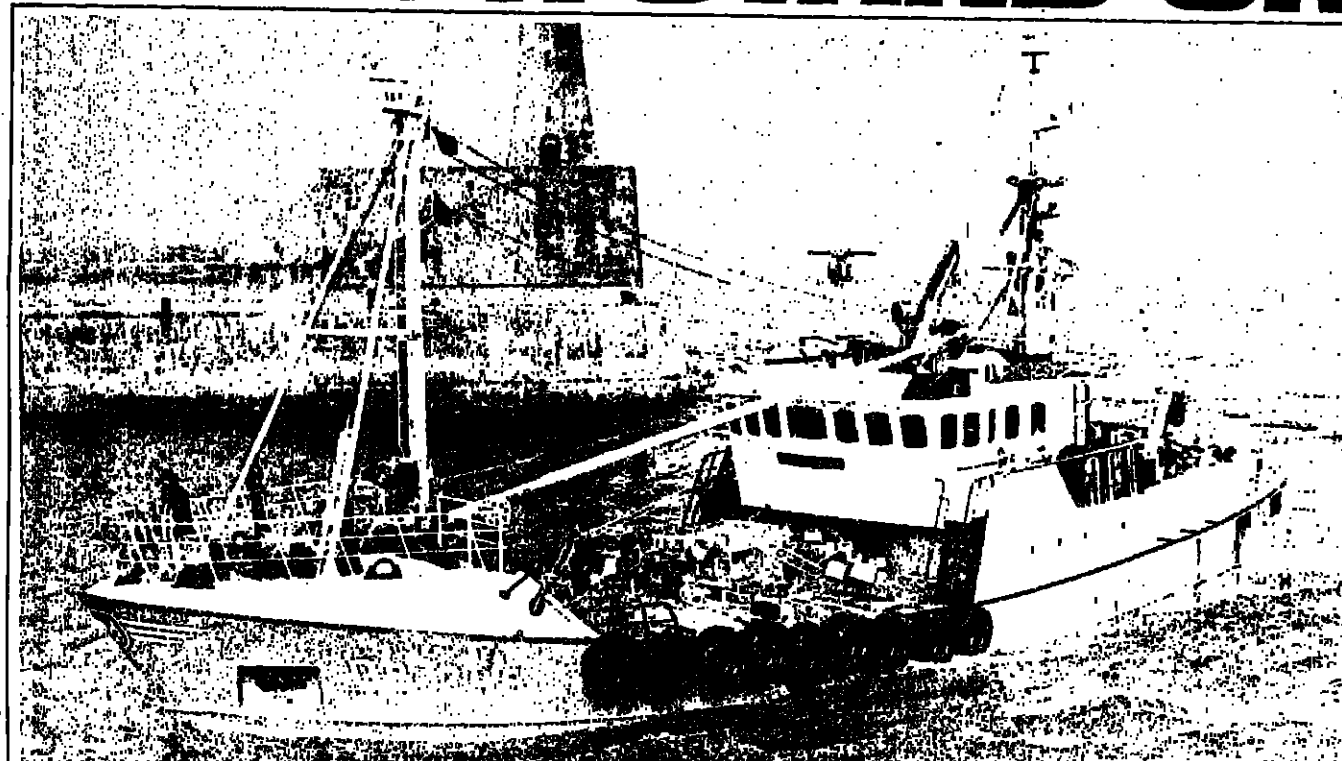
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THE Isle of Man beamer J.T.S. has grossed £12,200 for eight days fishing. Skipper G. Summers worked the 82-footer on scallop grounds off Newlyn, Cornwall, last week.



# BID TO STOP CUBA'S 'Alert' and FISH GRAB rig collide

A CORNISH MP has asked the Government to do everything in its power to persuade Cuba that her fishing boats are not wanted on the Cornish mackerel grounds.

This follows a report that Cuba is joining the North Atlantic Fisheries Commission and 'shopping around' for 3,000 tons of mackerel from Cornish waters, also North Sea mackerel and herring. David Mudd, MP for Falmouth — Camborne, has written to the Minister of State for Fisheries, Ted Bishop, asking the Government to try and stop the Cubans through the NEAFC, EEC — and the Law of the Sea Conference.

Mr. Mudd drew attention to a report from the Lowestoft laboratory on a dramatic fall in the percentage and estimates of young mackerel in the Celtic Sea.

The report says: "Since the early 1970s the fishery has relied heavily on the 1969 year class, which is now being rapidly fished out. This has led to a marked decline in stock sizes."

The MP wrote: "The threat to the future is, thus, already conceded on estimates adjusted to traditional fishing pressures on these waters. I cannot believe that it

## Scots boat for Hewett

FLEETWOOD'S oldest trawling firm — the Hewett Fishing Co. — has bought the 108 ft. side trawler *Admiral Hawke* from Bruce Stores (Aberdeen) Ltd. She is now being fitted out before fishing a trip to her new home port on the west coast.

This move reflects the changing pattern of fishing from Fleetwood in recent years. The emphasis is now firmly on near-water and middle-water trawlers following the Oslo agreement.

Hewett recently sold two of its vessels, the 139-footers *SSAFA* and *Kennedy*, to Lowestoft. These vessels fished Iceland before becoming uncommercial.

The firm has two middle-water trawlers, the 109 ft. *London Town* and *Royalist*, which have been highly

successful recently and must have played a part in the decision to buy more of these trawlers.

With *Admiral Hawke* having increased power over these vessels, her potential is obvious in the new set-up at the port.

A spokesman for Hewett, which still has two distant-water side trawlers working Iceland, said: "This is the type of vessel that is needed to fit the new style of fishing that Fleetwood will be expected to carry out."

## Gillett moves

ERIC GILLETT is leaving his post as fisheries secretary at the Department of Agriculture and Fisheries for Scotland. He is to become secretary of the Scottish Development Department.

The man appointed to replace him, starting on November 29, is John Cormack (54). He entered the Department of Agriculture for Scotland in 1939. After war service he returned to that department where he held various posts. In 1967-69 he was private secretary to the then

Secretary of State, William Ross, and he returned to the department as the assistant secretary with responsibility for crofting development. He has since been involved in EEC negotiations concerning plant health and other matters. Mr. Cormack is married with a son and a daughter.

## SIoux TO FIT SONAR

THE 74 ft. steel-hulled Grimsby fly-shooter *Sioux* is being fitted with a sonar.

The installation, which will give *Sioux* much greater versatility, is Simrad SL with Simrad AM sonarscope supplied by Decca.

After completion of this work on the Grimsby ship, *Sioux* is scheduled to sail to Thyboron, Denmark, where custom-built Ramme rope drums are to be fitted.

A spokesman for agents Tom Sleight (F.S.) Ltd. said the vessel should be in Denmark before the end of August, barring unforeseen difficulties.

## Herring

From page one

fishing on a large scale in areas close to the United Kingdom's present fishery limits, the British authorities do not feel justified in requiring British fishermen to observe the recommended

"in lodging this objection, however, the British authorities undertake to stop directed fishing by British vessels for North Sea herring until the end of 1977 as soon as other governments are prepared to take similar action."

The few Peterhead skippers were not at sea on Monday all agreed that the quota system has failed to work as a conservation

measure. Foreign vessel simply caught the same fish which the Scots had been asked to leave alone. They all agreed that the Scottish fisheries are doomed unless our limits are quickly extended to 50-miles.

A spokesman for a firm of fishsalesmen in Peterhead said that the herring could be 'wiped out in no time if a few purse seiners decided to go mad among the shoals'. One skipper said that if the herring fishing dies out then many boats will be forced to white fish catching, resulting in another serious over fishing problem.

He thought that the Po would now work out a voluntary quota system for the herring so that the fishermen could make the best of the market — and get the better prices.

## Crewmen strip for safety

HUNDREDS of trawlermen at Hull, Grimsby and Lowestoft have been stripping off . . . to make their lives safer.

The men are being measured as part of a campaign by the Institute of Occupational Health (part of the London School of Hygiene and Tropical Medicine) to produce data which they hope will eventually lead to a new type of ducksuit combining comfort with safety.

On average a fisherman is drowned every six weeks. His clothing, often ill-fitting, does not support him in the sea.

Now, four leading fishermen's garment producers are competing to produce a new range of safety clothing incorporating some form of flotation system. The Institute is carrying out its survey in an attempt to eliminate uncomfortable safety suits.

Leading the Institute's fieldwork is research ergonomist, Miss Rachel Birnbaum, who told *Fishing News* they hoped to complete a 10 per cent sample of trawlermen, or at least 500 sets of measurements, before they could produce valid statistics on the range of sizes necessary to cater for everyone.

"Our long-term aim is to provide data which we hope the garment manufacturers will utilise to provide comfortable and safe garments."

At the moment many trawlermen wear their clothing too tight because the



Research ergonomist, Miss Rachel Birnbaum, measured a group of men to provide data for new safety suits.

correct fittings are just not available. We shall liaise very carefully with the clothing consultants to overcome this major problem."

Miss Birnbaum confirmed early results indicated English trawlermen, by and large, did not readily conform

# Seiners fill the Iceland gap

GRIMSBY'S seiners and pair teams stole all the glory at the Humberport last week when 31 local anchor seiners and eight pair trawlers landed over one third of the week's supplies.

With only two distant waters trawlers returning from Iceland, instead of the four expected, landings slumped badly from recent peaks of around 40,000 kits to a weekly total just short of 25,000 kits.

Excluding foreigners, the "snibies" shipped in with 9,001 kits of quality North Sea fish which sold like hot cakes.

Only two seiners failed to make £4,000 all week, while at the other extreme there were plenty of very good trips and a handful of exceptional ones.

## Record

Some indication of the shape of things to come emerged early on the Monday market when a *Bekimael* (Skipper Anton Bojen) crashed through the £10,000 barrier for the first time with a fine catch of plaice. Her turnout of 280 kits netted £10,647.

Then, literally minutes later, 330 kits, mostly of codstuffs, from Allard Hewson's *Veralla* (Skipper "Bebbe" Olesen) set up a new standard with a tally of £10,602.

Also in the money were Sleight's *Grenaa Way* (Skipper Jimmy Howard) and *Rasmine* (Skipper Villy Thomsen), from the Chapman agency, with £8,071 and £8,020 apiece.

It was particularly encouraging to see Skipper Howard doing so well again after shaking off the recent loss of *Bekima*.

As the markets settled a little in the following days, no one could quite match these returns, although large North Sea cod was still making around £40 a kit by the weekend.

One especially good trip came from Sleight's *Genara* (Skipper Bill Murray), which proved there was still plenty of life left in her, despite her 50 years, with the week's quickest trip. She made a

nine-day special of 252 kits which grossed £8,888.

Top pair trawling experts Jens Bojen and John Richardson, in *Margrethe Bojen* and *Frances Bojen*, chalked up £29,096 from 1,217 kits through the John R. agency after 10 days to head their section.

Middle water trawling honours went to *Ross Kipling* (Skipper Derek Kestley) with £21,452 from a 16-day Faroes/Western trip, but she is one of the distant water ships ousted from Iceland and barely paid her way.

Another vessel struggling on new grounds was *Consolidated's Crystal Palace* (Skipper George Mussell) — her £8,491 grossing from 507 kits was the major disaster of the week.

Of the pure middle waters, BUT still turned in the top tripper with *Ross Zebra* (Skipper Ronnie Reeves) hitting £21,276 from a 13-day Western bag of 1,011 kits.

## LUMPERS PUT BAN ON BOAT'S MAIDEN CATCH

THE new 74ft. Anstruther seine netter *Adelphi* had to sail out of Aberdeen without unloading her maiden catch last week because the lumpers did not like her deck layout around the fishroom hatch.

*Adelphi* arrived in Aberdeen at about 11 a.m. on Tuesday, August 10, as her skipper planned to sell her catch early on the following morning's market to command better prices.

At 5 a.m. on Wednesday, the shop steward of the lumper's union told Skipper Peter Murray that the lumpers would not unload the catch because "there was not enough room for a man to run out of the way if the landing derrick came down".

He added that if the crew attempted to unload the catch themselves the lumpers would all go home and none of the boats would be discharged.

*Adelphi* set sail for Peterhead which she reached at about 8 a.m. There the crew was able to unload the 400 box catch easily and without a hitch, and were just in time to catch the market.

Skipper Murray said that the boat would have lost quite a lot of money as the catch was one of the last to be sold that morning owing to the boat's late arrival.

He said he could see no sensible reason for the lumpers' objection to his boat as the arrangement of rope reels, hatch and gutting shelter was similar to that of other boats landing in Aberdeen.

He added that he would never go back to Aberdeen but would land instead at Peterhead or at North Shields.

GRIMSBY fish market will be closed on Bank Holiday Monday, August 30, but will be open as usual on Tuesday.

PORTUGAL has signed an agreement with Canada to fish areas soon to be under Canadian jurisdiction, beyond the present limits, off the Atlantic coast.

THE Fleetwood side trawler *Maretha*, recently on oil rig duties, is now taking scientists out to the west of Ireland to gather meteorological information as part of a programme to find out what types of rigs can be used in the area.

IRISH Linen Mills Ltd. of Belfast has produced a linen tea-towel entitled "The Great British Take-away". Bordered by the Union Jack, it illustrates — fish and chips. A dual-purpose cloth, it promotes a great meal and can dry the dishes afterwards.

SP Radio A/S, manufacturers of 'Sailor' VHF and SSB marine radio sets, has bought another factory which will increase the company's

A 20-day Icelandic trip of 1,567 kits, mostly codstuffs, gave the Boston Group's *Boston Kestrel* (Skipper Peter Fenty) the top distant water trip on £39,547, but the question everyone was asking was can Grimsby survive a winter with trawler landings at this level and the seiner fleet laid up?



Above: Skipper "Bebbe" Olesen of *Veralla* (below) landed 330 kits — mostly cod stuff — to set a new standard of £10,602.

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## See you at ABERDEEN INTERNATIONAL FISHERIES EXHIBITION

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15-21 September 1976

A warm welcome awaits home and overseas exhibitors and visitors to this great fishing show to be held at the traditional hub of the Scottish fishing industry.

All the main marine engine manufacturers will be represented and there will be plenty to see in the electronics field. Boat builders and designers will vie for attention and a representative selection of deck and fishing gear will be on view. Visitors specially interested in the processing and handling side will find a goodly showing of machinery and methods to claim their attention.

Overseas participation includes exhibitors from Belgium, Denmark, Eire, France, Germany, Holland, Iceland, Norway, Sweden and the U.S.A. All in all this will be one of the best fishing shows ever to be seen in Scotland.

## EXTRA:

Sponsored by the Scottish Inshore White Fish Producers' Association, a two-day Fishermen's Conference will take place in Aberdeen's Beach Ballroom during the Exhibition period.

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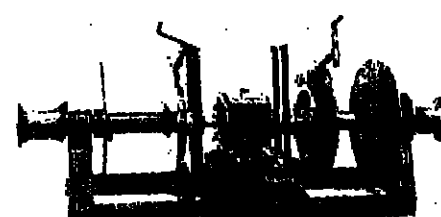
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## Cod supplies at new low

FLEETWOOD cod buyers had one of their worst ever periods last week when landings of the variety were even outstripped by squid. There were no landings by trawlers fishing Iceland. It was left to vessels working the Rockall grounds to provide the port's main supply. They continued to work a rich seam of squid and small haddock, and were rewarded with good prices for both varieties, despite the extremely hot weather.

Top ship honours went to the side trawler Wyre Conqueror (Skipper Joe Newsham) which returned after 11 days at Rockall with 687 kits, including 500 of haddock and 180 of squid, for a grossing of £16,804. But perhaps the outstanding performance of the week was that of the 108 ft. former Aberdeen vessel Mount Melleray, Skipper Bert Andrews brought the vessel back from Rockall after only nine days with 600 kits — 400 of haddock and 120 of squid — which sold for £13,260.

This was the biggest grossing made by the vessel since she was purchased by Wyre Trawlers earlier this year.

### High price

With squid averaging more than £40 a kit, the absence of cod in catches was not the drawback it might have been. Royalist (Skipper Ken Benvers) had only five kits of cod in her total of 530, but it also included 140 of squid, which helped give the trawler a grossing of £12,411.

Royalist also worked Rockall along with the stern trawler Norina (Skipper Frank Wilson) which made £12,368 from 345 kits — 300 of haddock and 25 of squid. The side trawler Wyre Vanguard (Skipper Bill Spearpoint) had a grossing of £12,207 from 753 kits — more than 650 of haddock and 50 of squid.

Resilience made her biggest-ever grossing since coming to sail out of Fleetwood when she returned to port with 196 kits, including more than 150 of cod, which sold for £7,842. Two other vessels of the same firm, J. N. Ward and Son Ltd., also did well with

## Milford pickets called off as freezer lands

A THREAT to picket the J. Marr freezer trawler Junella, which had been diverted to Milford Haven last week because of a bobbies' go-slow at Hull, has been lifted.

Earlier, Criscilla landed at Milford Haven after being diverted from Hull where freezers were waiting for anything up to 20 days to unload. This was the first time that a Hull freezer had landed at the port since the beginning of the dispute over bobbies' redundancies.

Dockers unloaded 330 tons of frozen fish from Criscilla which were transported 300 miles overland to Hull cold stores. But when it was announced that Junella was to follow, picket lines were set up at the Welsh port.

However, Junella did arrive at Milford Haven and the picket line was withdrawn and the vessel discharged 550 tons of frozen fish on Tuesday.

The Transport and General Workers' Union told the Milford Docks Co. that as long as the lorry drivers who take the fish away are

members of the union, they will not interfere with the unloading.

Before the final settlement, Bill Binding, district secretary of the TGWU, said that they were delighted that Criscilla had used Milford Haven, particularly in view of unemployment.

But if they were only using Milford because they could not land at another port, then it was a question of just making the port an outlet.

He added: "We have been requested by our membership to take action if a trawler discharges its cargo."

Ray Evans, Milford Dock manager, said: "We know that the owners of Junella are making a strong protest over the bobbies' action and I understand that the Hull lorry drivers also held an emergency meeting to discuss the bobbies' action."

"We are hopeful," he continued, "that after this is sorted out that Milford will have regular freezer landings. We know from discussions with owners at Hull and Fleetwood that the prospects are good for Milford. It would mean a welcome boost to the port's trade and to the employment situation here."

Frank Knight, Marr's assistant trawler manager, said that other companies at Hull were probably watching the results of the two landings and Milford Haven could become a second port to Hull.

## Aground trawler lifts off with tide

THE Peterhead trawler Trueller ran aground on the southern tip of the island of Rhum one morning last week.

Mulling lifeboat was called out and stood by Trueller until she was refloated on the morning tide. The Aberdeen-based fishing boat Ben Arkle, which was passing, also gave assistance.

Trueller, which is owned by John W. McLean and Mrs Sarah M. Brebner of Peterhead, received slight damage to her keel. She is skippered by William Reid and carries a crew of five.

## Lowestoft vessels in demand

MORE than 20,000 holidaymakers and "locals" toured the various Lowestoft trawlers that were open to the public during the summer season. Proceeds go to the Royal National Mission to Deep Sea Fishermen.

John Hance, the mission superintendent, said the number was expected to rise sharply because the new stern trawler Burnby Queen — one of the latest additions to the Lowestoft fleet — was taking her turn.

Trawler viewing began this year in early July and continues until August 27 under arrangement with the Lowestoft Fishing Vessel Owners' Association.

## Russians lay-on 'floating doctor'

RUSSIAN trawlers have been providing a 'floating doctor' service for Fleetwood trawlermen on the Rockall grounds.

Crew members of three J. Marr stern trawlers have received medical aid from the Russians who are attracted to Rockall by good haddock and squid fishing. The Marr ships are fishing the area as an alternative to Icelandic grounds.

Skipper Frank Wilson of Norina said on his return to port that a deckhand broke a rib on the outward passage. "We contacted one of the Russian vessels and immediately he hauled his gear

and moved to the rendezvous point and sent a doctor who treated the man.

"You get the impression that the Russians are clour and unhelpful. We found just the exact opposite. They were wonderful and couldn't have been more helpful," said Skipper Wilson.

### Allergy

The Russians also answered the call when fishermen aboard the Marr trawlers Idona and Navena needed medical assistance.

The mate of Idona, David Geddes, was thought to be suffering from an allergy as a result of drugs given to clear up a poisoned finger on a previous trip.

## Charles Scott OBITUARY

FLEETWOOD lost one of its foremost inshore fishermen with the death last week of Skipper Charles Scott (55).

Born at Fleetwood, he attended nautical college at Hull and joined the Humber port's fishing fleet. He joined the Royal Navy Reserve at the outbreak of war and served in minesweepers, rising to commander in the 1960s.

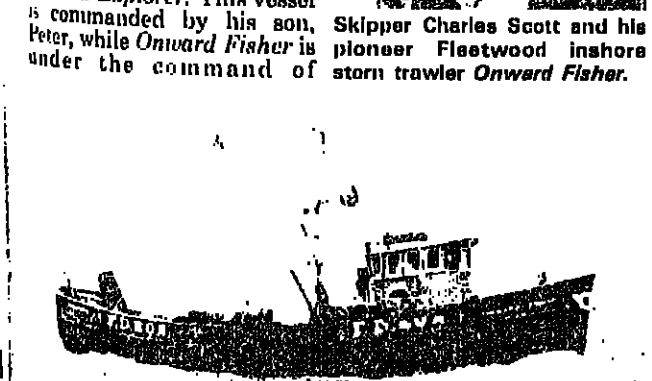
In 1946 Skipper Scott bought the trawler Glen Mic and worked her on the inshore grounds out of Fleetwood. His success prompted him to have the port's first small stern trawler built in 1961. She was built at Amble and christened Onward Fisher. Skipper Scott was highly successful in her.

He pioneered this new form of craft at the port and, in doing so, earned great respect. Skipper Scott, who was a member of the Lancashire and Western Sea Fisheries Committee, was active in the industry right up to his death. Last year he took delivery of the small stern trawler Onward Explorer. This vessel is commanded by his son, Peter, while Onward Fisher is under the command of

another son, David. This son is also coxswain of Fleetwood lifeboat.

In addition to working from Fleetwood, Skipper Scott also took the 24 gross ton Onward Fisher to other inshore ports on the west coast, being particularly adept at prawn fishing. His success must be acknowledged as one of the main factors in establishing the inshore stern fishing vessel at Fleetwood.

Skipper Charles Scott and his pioneer Fleetwood inshore stern trawler Onward Fisher.



## Adam Cargill

ADAM Cargill, a prominent figure in Arbroath's fishing community, has died suddenly aged 76.

Mr. Cargill was a seaman all his working life. He first went fishing over 60 years ago, during the First World War, then served in the Royal Naval Trawler Reserve on minesweeping.

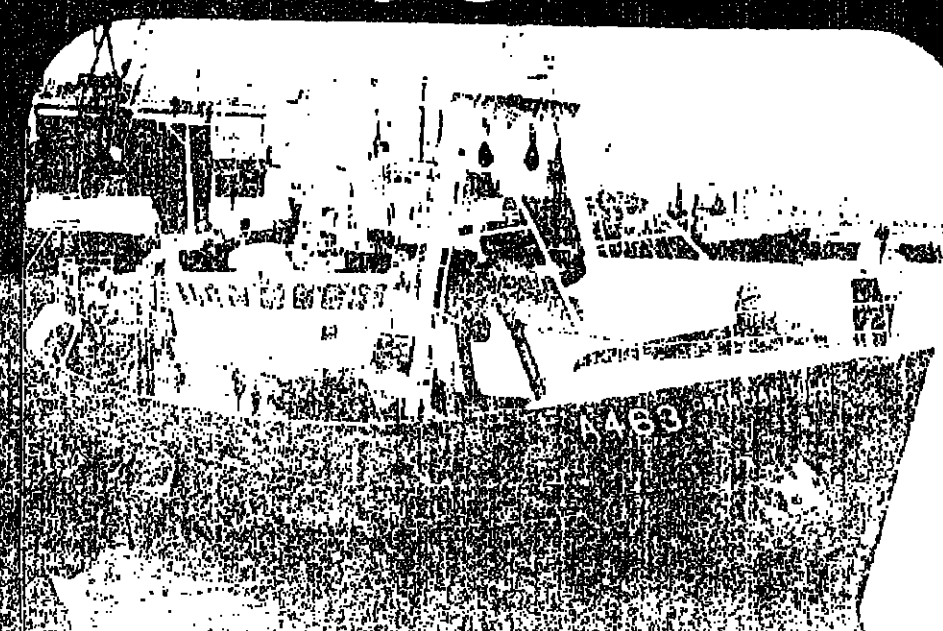
At the end of his war service, Mr. Cargill returned to fishing and sailed from the East Anglian port of Yarmouth at the herring fishing. He was president of Arbroath Fishermen's Association from 1945 to 1947 and, during the Second World War, he served on the Scot-

tish port's Allocation Committee set up by the Fish Division of the Ministry of Food.

He was a former member of the Arbroath branch of the RNLI. One of his proudest moments came at the end of the war, when he was chosen as one of eight representatives of the fishing industry to march past King George VI at the Victory Day parade in London.

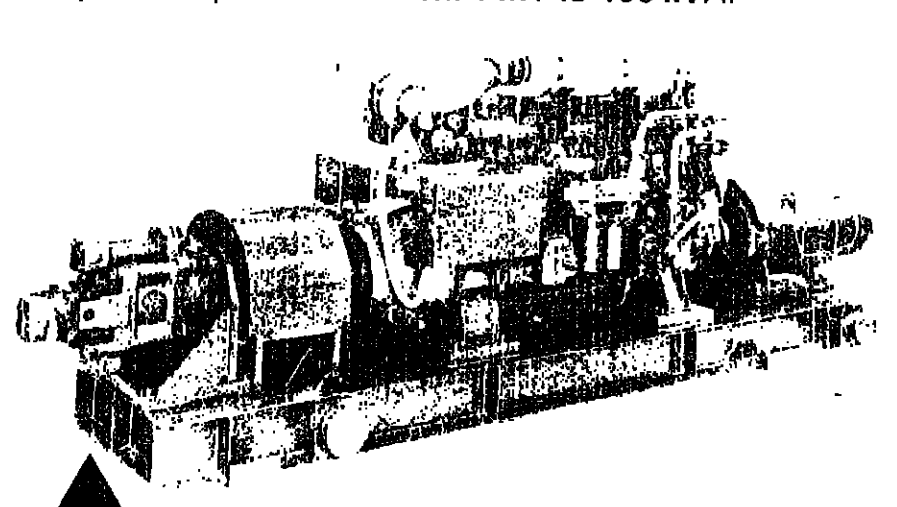
Mr. Cargill was a member of Arbroath Town Council from 1946 until it dissolved last year. He was a widower, his wife having died several years ago.

## Two new side trawlers rely on G&M auxiliary generators



G & M Generators were chosen by Scott & Sons Ltd. of Bowling to provide reliable auxiliary power for Grampian Hill and Grampian Glen, two new side trawlers built for the North Star Fishing Company of Aberdeen.

The generators specified for the exacting work on board these trawlers were G & M Marine Dieselite Series MDV. These are powered by Volvo Diesel engines and have an output of 30 kVA. They are also equipped with hydraulic pumps for powering winches and hauling gear. G & M Marine Generators—the automatic choice when the power requirement is from 1 kW to 400 kVA.



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Please send me details of G & M Marine Generators. I am interested in units between ... kVA and ... kVA (Please indicate your requirements)

Name \_\_\_\_\_ Address \_\_\_\_\_

## REDIFON TOURS EAST COAST



## Ashlea lands two for treatment

THE Aberdeen trawler Ashlea put into port at Shetland twice last weekend to land two of her crewmen.

The BUT-owned ship

docked at Lerwick where crew member Alec Swan-Montrose received treatment for a broken bone in his hand. And on Sunday the vessel put into Scalloway after chief engineer David McNicol, became ill.

He was taken to hospital in Lerwick where he was detained for observation.

Plans were being made to arrange the journey home for Mr. McNicol, an Inverness man, and his fellow crew member.

### New owner

AN Arbroath marine engineering firm is to change hands when its principal, William Teviotdale, retires next month. Since 1945, Mr. Teviotdale has run his business, serving the local fishing fleet, now boats being built in Arbroath, and servicing visiting boats at the port.



## OUR TROUBLES A-Z

AN INSHORE skipper who says the talks and events of the next few months are very crucial "if the industry is to survive at all" has sent an A-Z of the fishing industry's current troubles to Fishing News. He is Skipper Martin Jackson of Bon Accord, a steel 60-footer based at the Kent port of Ramsgate.

- A — Angor
- B — Because of loopholes
- C — Concessions will benefit EEC foreigners
- D — Department of Trade and Interference
- E — Environmental ignorance
- F — Frustrated British fishermen sometimes use this bad word
- G — Government appreciation of situation, NIL
- H — High running costs
- I — Icelandic fish selling at Grimsby
- J — Joke department (Whitehall)
- K — Killing off of our stocks by continental
- L — Livelihoods of British fishermen threatened
- M — Mean wholesalers and middlemen
- N — No fisheries policy at all
- O — Oh! for some organisation
- P — Peart, Fred
- Q — Quota (Pleace are the ones with spots on)
- R — Rising prices of fish to housewives
- S — Separate minister of fisheries needed
- T — Tangle, fishing industry ensnared in
- U — Ultra-sonic jellyfish measure (MAFF)
- V — Very hard times ahead
- W — Work
- X — Vote for and get sold out
- Y — Young people not attracted to this industry with no future
- Z — Z Belgian port registered letter — can be seen off the Kent and Sussex coast any day.

ABOVE: Retired Peterhead fisherman John Baird (80) and his wife Isabella (80) recently celebrated their 60th wedding anniversary. Mr. Baird made his first trip to sea as a schoolboy on the sailing ship Nabes and later served as an engineer in the Royal Naval Reserve during World War II. Later he was part-owner of a steam drifter Rosamund and then the motor boat Rose. Mr. Baird is still active engaged in making crab and lobster creels for other fishermen and his output of fish demand throughout the north east of Scotland. A couple have one daughter and three grandchildren and great grandchildren.

## Aberdeen conference

THERE is still time to register for the two-day conference being held in conjunction with the Aberdeen International Fisheries Exhibition.

The conference, being held on September 16 and 17, covers both inshore and deep-sea fishing, marketing, registration form below.

### CONFERENCE REGISTRATION FORM

To: Ward Morgan Associates Ltd., School Wynd, Pleaceview, Fife  
Please reserve ... places for the Aberdeen International Fisheries Conference on Thursday, September 16, Friday, September 17. (Debit is appropriate).  
Fee: ... per delegate per day (including lunch) £12 per delegate for two days and opening reception.

Name: \_\_\_\_\_ Address: \_\_\_\_\_

Please find enclosed my cheque for £... to the Aberdeen International Fisheries Conference A/C. Or send no count to:



# Seam filling— caulking or glue?

"WE ARE going to have a laid deck in the boat we are fitting out with the help of a retired shipwright."

"He says that we should fill the seams with marine glue, but we have an idea that one of the modern synthetic rubber caulking compositions would prove more satisfactory and last longer."

"We would like to know whether you agree and if you can tell us where to get a first class seam filler of this kind."

"I agree that if you are prepared to go to the expense of using a synthetic rubber seam filler and to the trouble of carrying out exactly the manufacturer's instructions for mixing and applying it, your decks will withstand rough treatment and remain watertight for longer than they would if you were to fill seams with marine glue."

A seam filler which was

recently used when the decks of the *Cutty Sark* were re-caulked is likely to be as good as any for your purpose.

The old clipper's teak decks must be subjected to as much wear and tear as those of any vessel now that she is in dry dock at Greenwich and constantly thronged by visitors.

The composition is known as Arbokol 2175 Deck Caulking Sealant. It is a two component polysulphide-based sealant specially formulated for seam filling.

When the two components are mixed, the mixture cures to form a tough, rubber-like seal which adheres firmly to deck planks no matter how much they expand and contract.

The composition, after it has had time to cure properly, is impervious to sea water, fuel oils and other substances.

Before you use the sealant,

you have to caulk seams with cotton — not oakum, which contains tar — and brush or blow them out to remove loose dust, shavings etc.

You then mix Part A with Part B of the primer and coat seams with the mixture at least one hour before you begin the principal operation.

When you are ready to go, you squeeze the curing agent into the base component and stir until the two are thoroughly mixed.

This mixture remains pourable for about an hour and you can either fill a cartridge with it for application by caulking gun or bend the tin containing it so that you can pour it into the seams.

Although the potting appears to have formed into rubber within a couple of hours and you can press it with a finger without adhering, curing continues for seven days.

After that time, however,

## Looking for lobster creels

"ABOUT six years ago I bought some East Coast type lobster creels from a chap in Yorkshire. They were made of iron and had two parlours."

"I want to get some more of them but have lost the address of the maker. All I know is that it was not in a seaside town."

"I wonder whether you can remember it. He advertised in *Fishing News*."

"About the time you mention, a creel with a steel frame and base was being marketed by Alan Medley's firm Northern Rope and Twine at Gillingham."

Its base measured 24 x 16 in. and was constructed of steel slats. The bows were made of 5/16 in. rod. The creel was 13 1/2 in. high and weighed 16 lb.

Alan Medley's steel-framed pot.

Its frame was covered with polythene netting and there were two entrances — one on either side at opposite ends of the creel — made with netting of the same sized mesh. No rings were fitted in the entrances.

Another steel creel was being made in Yorkshire at the time — by J. Wilson's Inshore Fishing Gear Company at Gillingham near Leeds.

Its bows were constructed with 3/8 in. or 5/16 in. steel rod and its base with 1 1/2 in. x 1/8 in. flat steel bar. It measured 26 x 20 x 13 1/2 in. and weighed about 10 lb. If supplied with a netted frame, its entrances were fitted with special escape inhibitors.

I don't know whether J. Wilson is still making this

## DELAGIC TRAWLS

"COULD you explain about the shape, size and operation of a delagic trawl?"

As its name implies a delagic trawl is a hybrid between a demersal and pelagic trawl; it can be towed along the seabed or in mid-water without having to be re-rigged.

Designed by the Scottish Department of Agriculture and Fisheries for use by vessels powered by engines of between 600 and 1,000 hp, it was first tested successfully in the research vessel *Explorer*.

### Ground

It has since been stated that trawls of this type can be made for use in any size of vessel and that they can be towed over rough ground on which conventional demersal trawls would be damaged.

The delagic trawl has a larger mouth than most trawls. A comparison between one of them and a Granton trawl — both towed at three knots — revealed that the delagic had a board spread 24 fathoms (Granton 33), a net spread of 17 fm. (Granton 8.5), and a vertical net opening of eight fathoms (Granton one fathom).

Tests also showed that delagic trawls can catch fish swimming above the seabed just above the reach of conventional bottom trawls, but that they are less effective for

catching flat fish on the bottom.

A delagic trawl can be towed on the bottom or in mid-water during one drag. Its four panel construction is similar to that of a pelagic trawl in that large meshes are used in some panels and the it is used with Suberkrub-type doors which remain at least eight fathoms above the seabed when groundrope and weights are in contact with it.

Bottom and side panels are tailored so that, when towed along the bottom, netting remains clear of it even though the groundrope is in contact with it over its whole length.

Suberkrub-type doors generate an upward force which increases with speed and they enable gear depth to be finely controlled. During trials it was found possible to raise a delagic trawl 20 fathoms in three minutes by increasing speed.

### Wake

The doors also generate a turbulent wake passing approximately along the line of the sweeps and it is likely that this turbulence acts as a deterrent to fish passing out the sweeps.

A delagic trawl — to put it concisely — is one with a large mouth which can be towed along the bottom to catch demersal fish or raised by means of Suberkrub-type doors and increased speed to catch pelagic fish — or vice versa — during the course of a single haul.

Further information about its construction and operation can be obtained from T. Fisheries Secretary, Department of Agriculture and Fisheries for Scotland, Ag. House, 3 Lady Lawson St. Edinburgh EH3 9DR.

### ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

## WANTED: GRP CLINKER HULL

"I WORK a 17 ft. clinker-built wooden boat from an open shingle beach and it is getting past its best."

"I have obtained an estimate for replacing it and the price is far beyond my means. I am, therefore, very interested in buying a 16 ft. GRP hull which I can complete and fit out myself."

"It would have to be exceptionally robust — suitable for winching up the beach — and be fitted with at least two bike runners on each side as well as a stout sole iron."

"Provision would have to be made in it for fitting a stern tube as I would install an inboard diesel engine."

"I would prefer a simulated clinker hull and would be obliged if you can tell me where I can get one with suitable specifications."

The Rye Yacht Centre, Rye, Sussex, moulded a hull a year or two ago for winching up a pebble beach at Mullion Cove in Cornwall.

It was approved by the White Fish Authority and must have been considered adequately robust. But, if I remember rightly, it was over 18 ft. long and not a simulated clinker construction.

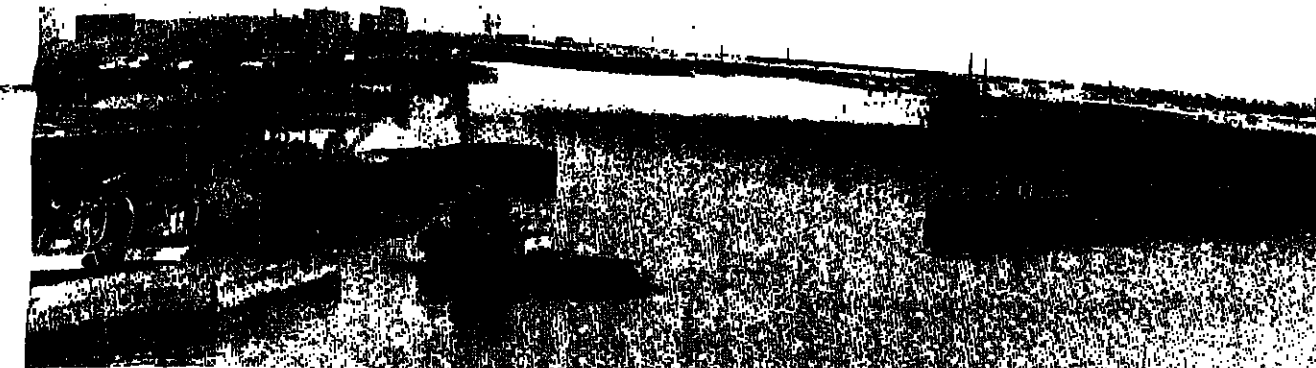
Having had experience of moulding at least one hull of this kind and, doubtless, opportunities of observing it withstood the arduous conditions for which it was intended, the yard is likely to know precisely what are the best hull specifications for a type of boat you want.

If it is not too fully occupied moulding vessels, it might be able to supply you with an adequately robust hull.

It is possible, however, that a moulder of simulated clinker GRP hulls may be able to meet them. If you are able to send me brief particulars of a 16 ft. hull for supply, I will forward them without delay.

August 20, 1976

FISHING NEWS



Lowestoft harbour, with Waveney Dock fish market on the left. Opposite, by the sea wall, is the site of the proposed 21m. barge service site.

# Barge service site may hit fish at Lowestoft

THERE are still fears among merchants and trawler owners that catches on Lowestoft market could be polluted if a proposed industrial development goes ahead at the harbour. This is despite assurances given at official level and from the company concerned.

EAE, an engineering company which is part of the Plessey Group, has put forward plans for a massive 11m. development on a six acre site between the north harbour pier and the coastguard station.

The land forms a narrow strip between the sea and the Hamilton Dock, where Lowestoft inshore fleet is based, and directly opposite the main fish market.

The site will be used for servicing big sea barges and other equipment for North Sea rigs and platforms.

A lot of grit-blasting and paint spraying work will be carried out and barges of up to 400-500 ft. are envisaged.

Some of these, said a spokesman for EAE, would be moored end-on which would take them halfway across Hamilton Dock. "But that will only happen a few times a year," he said.

But the main worry of fish merchants and trawler owners is the possibility of pollution from the grit-blasting and paint spraying.

Waveney district planning committee was told last week that there might be a "price to pay" for having that type of industry so near to a highly-perishable food market. One answer might be erect protective screens round the market and another, the committee was told, could be to have compensation claims settled through insurance firms.

Both ideas have been quickly shot down by most of the firms on the market. Peter Leighton, secretary of the Lowestoft Fishing Vessel Owners' Association, said the

idea of submitting insurance claims if fish supplies were affected by pollution was "practically unworkable."

"The possibility of pollution affecting fish newly-landed on the market is an alarming one," he said. "It would be virtually impossible to operate a screening system during landing or sorting operations."

Screening would involve heavy expenditure — estimates of £50,000 for the whole market have been put forward — and, said Mr. Leighton, if pollution did occur there would be no warning. There was also the risk of health hazard to men working on the market.

The owners were also worried about safety to shipping in the confined waters of the harbour entrance and the Hamilton-Waveney docks area.

"We have been told that barges of up to 400 ft. will be coming in — and that later on this may go up to 500 ft.," he said.

Ness Point Fisheries, one of the firms which handles inshore landings, said there could obviously be some problems from having industry as its next door neighbour, but thought screening might be possible.

The firm's managing director, Peter Catchpole, said he welcomed the arrival of new industry which was badly needed to bring new life into the port.

The firm had, unfortunately, received some bad publicity because of the dust and

noise from its premises at Oulton Broad, on the edge of Lowestoft, but the new development would be away from any residential area and there should be minimal nuisance.

Another inshore firm, BFP, said it was too early yet to

assess the situation, but it would obviously cost thousands of pounds to erect screens round the market and it seems unfair that the fishing industry should be asked to foot the bill for a problem created by another concern.

## Kingfisher Charts Reported positions of obstructions

Lat	Long	Depth	Chain
1 01.87	A 38.15	B 61.47	Chain 9
1 04.40	A 38.15	B 61.47	Chain 9
1 06.46	A 38.90	B 61.47	Chain 9
1 08.00	A 41.20	B —	Chain 9
1 17.63	A 41.72	B —	Chain 9
1 19.49	A 40.19	B —	Chain 9
1 20.34	A 41.01	B —	Chain 9
1 21.30	A 38.88	B —	Chain 9
1 21.71	A 40.79	B —	Chain 9
1 21.86	A 38.14	B 62.46	Chain 9
1 23.64	A 48.53	B —	Chain 9
1 23.98	A 48.44	B —	Chain 9

Red	Green	Purple	Deca
1 05.72	C 40.31	G 55.84	Friscan
1 05.80	C 40.30	G 55.86	Chain 9
1 05.80	C 40.70	G 56.47	Chain 9
1 08.74	C 40.79	G 56.55	Chain 9
1 11.39	C 30.10	G 70.77	Chain 9
1 12.83	C 39.59	G 59.46	Chain 9
1 16.20	C 37.57	G 64.09	Chain 9
1 23.98	C 45.76	G 59.20	Chain 9

## OVER £5,000 FROM WIVES' PORT FAIR

A RECORD £5,000 was raised at the Fishermen's Wives Hospital Fund annual fair held on Scarborough's West Pier.

This was the first time that the fair has been held on a Sunday and, said Mrs. Maggie Mainprize one of the

organisers, "we will certainly try to hold it on a Sunday again."

"We raised over £5,000 and we will be able to buy the equipment we promised — an advanced cardiac machine — for Scarborough hospital," she said.

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## ROKER CATCHES UP AT MILFORD

THERE were improved landings of roker at Milford Haven last week after a series of poor catches. The port's top ship was the Swansea-owned *Georgia Wilson* (Skipper Ross Evans) which made £4,986 from 148 kits.

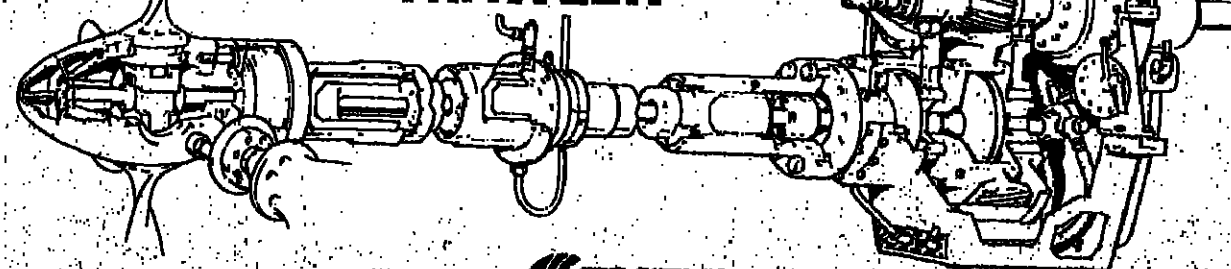
On the same day *Bryher* (Skipper A. James) landed 136 kits for a grossing of £3,824. Between them they landed a total of 80 of cod, 20 of whiting, 100 of roker, five of turbot and brill, 20 of

plaice and five of soles.

There was also a good grossing for one of the port's youngest skippers, John Rogers in command of *Norrad Star*. He brought the vessel back to port with 143 kits which sold for £3,793.

On the same day *Jade Star* (Skipper Jim Brodie) landed 141 kits which sold for £3,706. The vessels, between them, landed a total of 100 of cod, 36 of whiting, 70 of roker, three of turbot and brill, five of plaice and five of soles.

## This is the ULSTEIN "TRAWLER"



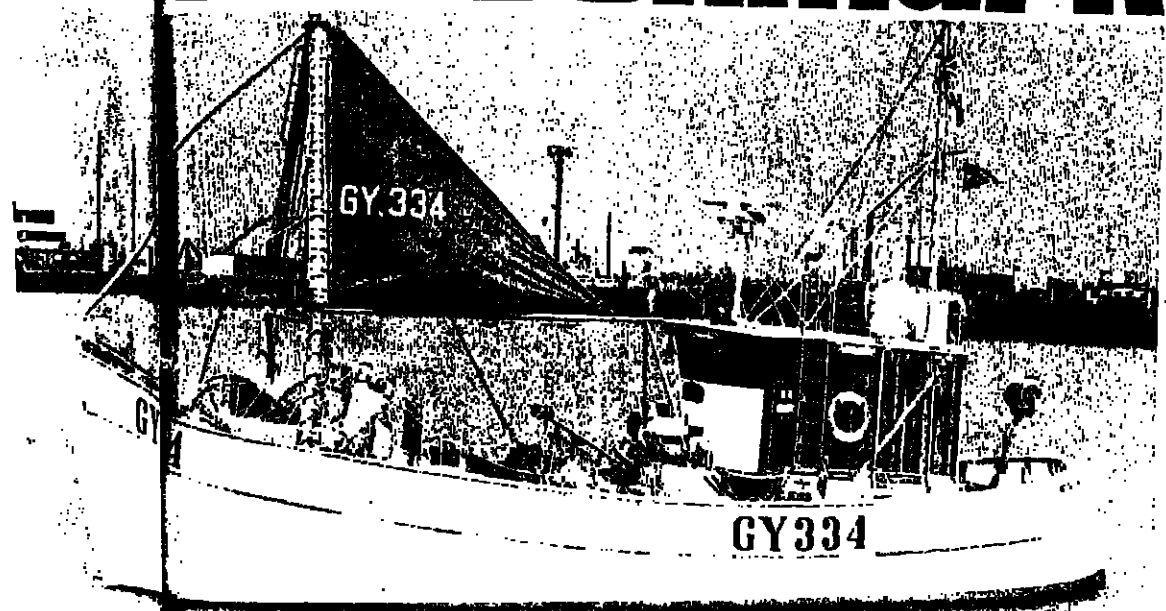
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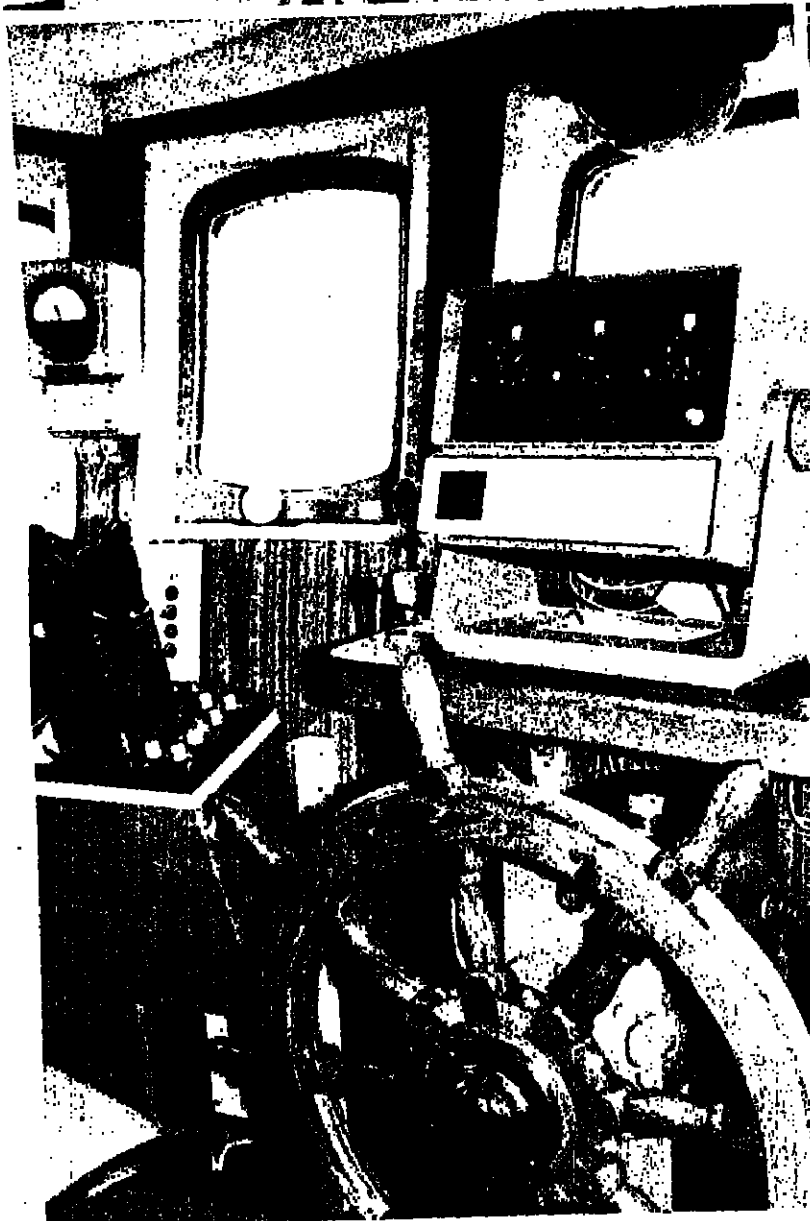


Airborne Industries' new suit being put to the test. The wearer is kept afloat by air trapped between the double-skin of the suit. An inflation valve tops up the air inside.

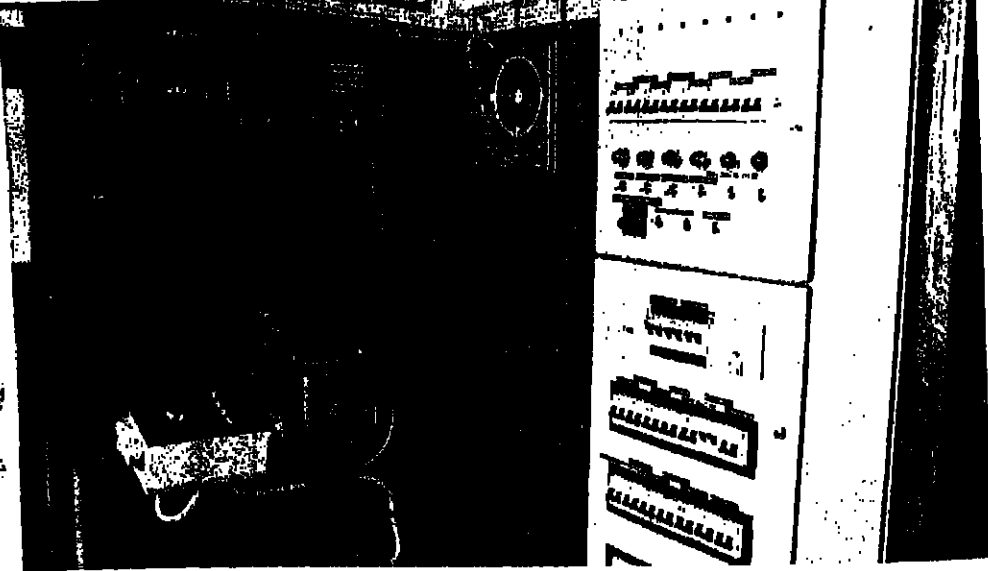


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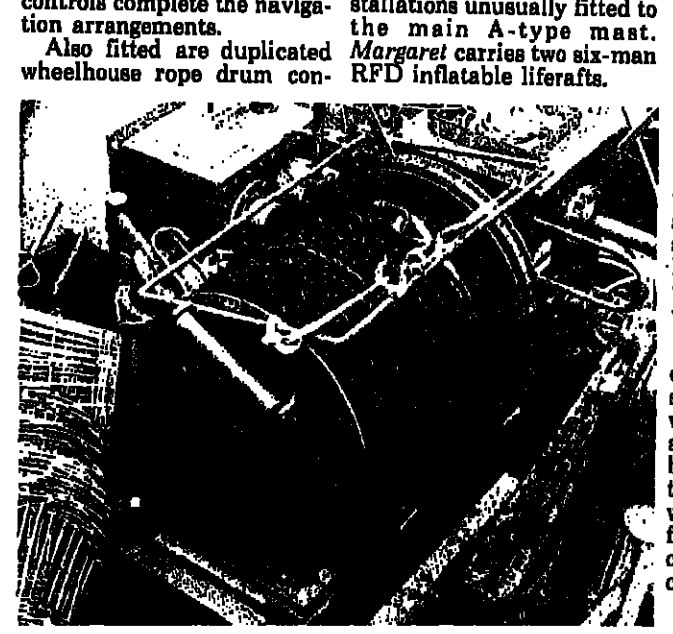


Left: Margaret's wheelhouse fitted with the latest electronic equipment.

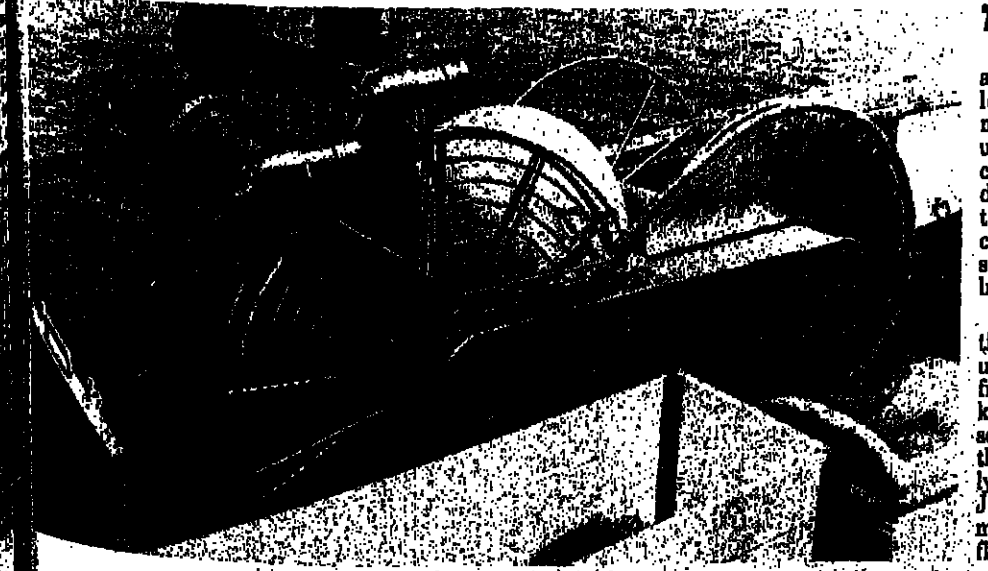


## Metal

100



Right: the two-speed Norlau winch. Below: the Ramme rope drum installation.



## Tests

On the question of protective clothing, what you wear under the suit is important from the point of view of keeping warm. There are some very good under suits on the market which are specially designed to retain warmth. Javelin, the wet suit people, make a suit which is like a fleeced lined track suit which



# More trials on 'promising' blue whiting

**STRONG** interest is now being shown in blue whiting — and with very good reason.

As one of the largest and still relatively unexploited fish resources in the north-east Atlantic it could, in the years ahead, help to offset a reduction in British landings of traditional species.

A reduction in cod and haddock is almost certain to come about as a result of international decisions on limits and catch quotas.

Research and development work so far has proved promising, but there remain many problems to solve if blue whiting is to be used for human consumption.

Processing machinery needs further development, more acceptability trials must be done and more needs to be found out about the biology, distribution and migration patterns of this species.

Exploratory voyages by the White Fish Authority (WFA) and Torry Research Station (TRS), on behalf of the Ministry of Agriculture, Fisheries and Food, were made on the freezer trawler *St. Benedict* in 1974 and *Arctic Privateer* in 1975 to catch and process blue whiting.

Although filleting at sea with the machinery then available was not successful, these voyages did prove that the fish can be caught in quantity and, also, provided test supplies for on-shore processing and marketing.

Tests by the staff of Torry

Blue whiting — a possible replacement for cod, haddock and whiting — is from the same family.

Research Station and others showed the fish has a good flavour and could be made into a variety of products.

In late 1975 and early 1976, the WFA conducted acceptability trials in the catering market, including fried fish shops, schools and hospitals, and with randomly-chosen housewives as tasters. The results of these various trials were encouraging, with the reaction of children to fried fillets being particularly favourable.

The HIB arranged to catch blue whiting for these human consumption trials as part of its industrial fishery project off the west coast of Scotland.

The main objectives of the trials was to test the feasibility of landing blue whiting in fresh condition at a port close to the fishing grounds, processing it for human consumption, and supplying processors and friers with frozen fillets for trial work and marketing.

Two pair trawlers were the main vessels involved in the trials: the 103 ft, 1,000 hp, *Hebridean* (Skipper Alex Smith) and the 86 ft, 637 hp, *Shemara* (Skipper James

**Filleting** While this work was in progress the WFA and TRS met representatives of Arecco and Baader, two fish processing machinery firms, to discuss the possibility of developing existing or new machinery for filleting blue whiting.

As a result Arecco came up with a modified version of its CIS-CIF herring filleting machine, and Baader revealed a prototype of a new machine specifically designed for filleting small white fish. Both machines were made available for blue whiting processing trials at Stornoway.

noway, in the Outer Hebrides, in the spring of this year (*Fishing News*, June 28).

The trials were a collaborative exercise between the WFA, TRS and the Highlands and Islands Development Board (HIDB).

The WFA had overall responsibility for the trials and disposal of the processed fish, and TRS had special responsibility for fish quality (including handling at sea), plus packaging and freezing of the fillets.

The HIDB arranged to catch blue whiting for these human consumption trials as part of its industrial fishery project off the west coast of Scotland.

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Although there is still a long way to go with the development of blue whiting, this report by the White Fish Authority brings up to date the progress made so far. It deals primarily with catching and processing; acceptability trials are continuing.



Pirie). *Shemara* was designed to accommodate chilled sea water (CSW) containers, and so she was allocated to return fish for the trials. It was arranged that she would return approximately ten tonnes of fresh fish from each of her seven trips, part of the catch being held in three CSW containers and the remainder iced in boxes.

To supplement the supply of blue whiting from *Hebridean* and *Shemara*, the WFA also contracted the 88.56 ft, 760 hp *Pathfinder* (Skipper Bert Andrews). It was planned that she would single-boat trawl and land ten tonnes of fish on three successive weeks during the trials. The surplus fish from all three vessels was to go for fish meal.

Fishing started on April 7 and was initially concentrated west of the 200-fathom line, about 30 miles WSW of St. Kilda. The fishing pattern was similar to that on the *Arctic Privateer* voyage in 1975, with the fish shoaling during the day at about 200 fathoms and dispersing at night.

During the first week of May, however, the fish left this area and subsequent fishing was concentrated on the southern tip of the Faroe Shelf, about 60 miles south of Sydero, near the 200-fathom line.

Here the fishing pattern was somewhat different, with the fish shoaling at 100-150 fathoms and the greatest concentrations being found during the late evening at about 100 fathoms in about 125-150 fathoms of water.

The single-boat trawler *Pathfinder* spent the first week learning the fishing technique from WFA master fisherman Jimmy Robertson. After this there was no problem in taking large hauls, up to 50 tonnes, fishing in 200 fathoms depth.

Likewise the HIDB pair trawlers, after some initial working-up trials, were able to make large catches. This

was in spite of fishing "blind" due to defective net sounder equipment.

On all the voyages mentioned, staff from Torry Research Station, assisted by WFA, sailed with the vessels to instruct the crews on correct stowage of the fish for optimum preservation.

Over part of the same period and area, fishery research vessels of the Department of Agriculture and Fisheries for Scotland and Ministry of Agriculture, Fisheries and Food conducted surveys of the extent of the blue whiting resource.

Fishing information was aided by the presence of over 40 vessels from other countries, fishing mainly industrially. The various nationalities, in addition to British, included Danish, Faroese, French, Eireann, Norwegian, Polish, Russian, Spanish and Swedish. Most of these vessels were stern trawlers over 150 ft. in length and many hauls of 100-170 tonnes were reported.

From samples taken at Stornoway, about 97 per cent of the fish were found to be in the overall length range of 24-35 cm., with an average length of 28 cm., and average weight of 120 g.

Quality of the fish kept in the CSW containers appeared to be better than the fish iced in boxes. Some of the boxed fish were crushed and bruised by the ice, whereas the CSW fish were unblemished. The CSW fish were also firmer than the boxed fish — a distinct advantage when filleting.

The processing work was carried out at the Rolf Olsen factory in Stornoway. The factory is primarily a herring

processing plant and has a work force of about 3, although generally only about 20 individuals were available for blue whiting processing at any one time.

The women and some of the men are normally laid off during the herring season and, therefore, the trials provided welcome employment during the period.

The performance of the Baader 121 filleting machine, although not completely satisfactory, was very encouraging. It produced good clean, skin-on block fillets from a wide range of fish sizes. A fillet yield of 37 per cent was achieved, with a throughput of 100 fish per minute. Good quality, skin-on block fillets were also produced from small un-gutted haddock and ordinary whiting.

What the machine did not do, however, was to produce satisfactory skinless, boneless fillets, and this is what is needed for laminated blocks suitable for making fish fingers or portions.

However, Baader is continuing with its development programme and hopes to have a re-built machine which will produce skinless single fillets ready for the 1977 season. It also plans to increase the throughput of the machine.

Initially, the hand-produced fillets were washed, graded, weighed into batches, packed and then frozen. As the fillets were found to absorb water and become soft fairly rapidly, however, it was considered that washing and handling should be kept to a minimum.

Subsequently, therefore, the hand-processed fish were filleted, graded and weighed into batches before washing; thus the only handling operation after washing was packing. This greatly improved the final quality of the fillets. The machine-produced fillets

Flexibile Removal of the pinbones without disproportionate loss of yield may prove to be difficult but, as they seem to be softer and more flexible than the thus less objectionable bones, consumer may be willing to accept them. This view is further investigated.

The Arecco filleting machine tested at Stornoway was a CIS/CIF herring fillet machine with the filleting mechanism extensively modified for blue whiting. Operation of the machine was less satisfactory than the Baader.

To supplement the supply



Above: the 103 ft. *Hebridean*, owned by the Highlands and Islands Development Board, hauling aboard a catch of blue whiting. She is commanded by Skipper Alex Smith. Left: a yield of 42 per cent was achieved when Rolf Olsen staff hand-filleted blue whiting. Below: feeding the all-new prototype Baader 121 filleter with blue whiting. Despite its success, Baader is to improve the machine for future trials. Production versions would be more compact and robust.

of machine-produced fillets, the factory work-force also tried hand production of skin-on block fillets. Although they had little previous experience in filleting white fish, after some instruction and experience a filleting rate of 15 kg. of fillets per person an hour was achieved.

This rate is much lower than can be achieved on larger fish species but, nevertheless, it contributed a reasonable quantity of fillets for future acceptability trials. The skin-on block fillet yield was 42 per cent.

Initially, the hand-produced fillets were washed, graded, weighed into batches, packed and then frozen. As the fillets were found to absorb water and become soft fairly rapidly, however, it was considered that washing and handling should be kept to a minimum.

Subsequently, therefore, the hand-processed fish were filleted, graded and weighed into batches before washing; thus the only handling operation after washing was packing. This greatly improved the final quality of the fillets. The machine-produced fillets

were washed as part of the machining process.

All fillets were individually graded into three categories: 40-60 g, 60-80 g and 80-100 g, before weighing into 4 kg batches. After this they were packed into 50 mm. deep trays, with polythene inter-leaves between each layer, and frozen in the factory's horizontal plate freezers.

A total of eight tonnes of block fillets was produced, of which about 20 per cent was machine filleted.

One objective of the trials was to produce a quantity of frozen laminated fillet blocks for fish finger or portion production. In the event, sufficient supplies of suitable single fillets were not available from the filleting machines and it was not practicable to produce the fillets in quantity by hand.

However, a few blocks were made using hand-cut single fillets and machine-cut block fillets. These were skinned by a Trio skinning machine and trimmed by hand.

A quantity of mince blocks was also produced. This was done by skinning block fillets from the Baader 121 in the Trio skinning machine, then

passing the flesh through a Baader 694 bone separator. This produced a mince with a good, clean appearance.

Seven tonnes of whole blue whiting was also frozen for future use, the fish being laid in trays 50 mm. deep and frozen into 7 kg. blocks.

Although results so far are encouraging and suggest that this species may in time make a valuable contribution to the British white fish supply, it is clear that much work remains to be done on handling, processing and acceptability before blue whiting can be fully utilised for human consumption.

Meanwhile, all sections of the fish industry — catchers, friers, institutional caterers and the major processors — are interested in the possible exploitation of this species.

It is intended to carry out further exploration and development work in the autumn of 1978, extending well into 1977. Possible improvements in methods of handling and processing are being studied and a full economic assessment of the prospects of a viable blue whiting fishery is being done.

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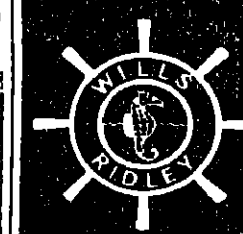
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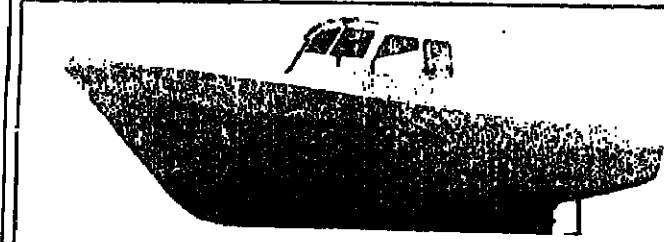
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